

DATE 1809Z 12 JUN 63

SECRET

ROUTING

1	4
2	5
3	6

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION: OSA (1-15)

INFO : S/C (16)

TOR 1858Z 12 JUN 63

25X1A

ROUTINE

IN 79486

25X1A

123 Acct

TO

INFO

CITE

9851

OXCART

25X1A

1. LEDFORD AND CUNNINGHAM FROM [REDACTED] FLYING OF A-12'S BEGAN THIS MORNING 12 JUNE 63 WITH NUMBER ONE. SIX A-12 FLIGHTS ARE SCHEDULED FOR TODAY. TWO ON NUMBER ONE, TWO AND FOUR. ALL REQUIREMENTS OUTLINED BY YOU HAVE BEEN CAREFULLY COVERED WITH MY PEOPLE AND WITH LAC. I PERSONALLY APPROVED LOCATION OF POCKET FOR PACKET. IN ADDITION I'VE MADE IT A CHECK LIST ITEM FOR PERSONEL EQUIPMENT ON STRAPPING PILOT IN AIRCRAFT. THE POCKET IS MADE OF A HEAVY MATERIAL AND SEWN ON THE INSIDE OF THE RIGHT LEG OF THE NORMAL FLYING SUIT AND ON THE INSIDE OF THE LEG ON THE OUTSIDE COVERALLS OF THE SPACE SUIT. TWO SNAPS (HEAVY DUTY) HOLD THE FLAP DOWN. IT IS IMPOSSIBLE FOR THE PACKET TO LEAVE THE PILOT'S BODY EXCEPT BY EXPLOSION WHERE HIS CLOTHES ARE TORN OFF.

2. THE ACCIDENT BOARD IS STILL IN SESSION. I DO NOT KNOW WHAT THEIR SPECIFIC FINDINGS AND RECOMMENDATIONS WILL BE. I'LL PUT MY COMMENTS ON BOARD REPORT AND FORWARD ALL COPIES TO YOU. I HAD ROUND TABLE LAST NIGHT WITH MY KEY PERSONNEL AND OUTLINED SPECIFIC IN-HOUSE PROCEDURES ASSOCIATED WITH A-12 FLYING. IN ADDITION

SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

25X1A

S E C R E T

[REDACTED] 9851 (IN 79486)

PAGE TWO

I HAD A BLUNT TALK WITH ALL DRIVERS REGARDING SOME "HOT ROCK" TYPE THINGS I'VE OBSERVED. THEY APPEARED RECEPTIVE. I'LL FILL YOU IN ON DETAILS WHEN NEXT WE MEET. I WILL NOT, OF COURSE, FLY

25X1A

[REDACTED] IN A-12 AGAIN UNTIL BOARD FINDINGS ARE IN, I'VE SOLIDIFIED MY OWN THINKING AND GIVEN YOU MY RECOMMENDATIONS AND I'VE RECEIVED YOUR DECISION. I HAVE REMOVED MYSELF AND [REDACTED] FROM SOLO STATUS ON A-12. IF POSSIBLE WE WILL TRY TO GET ONE RIDE EVERY 30 - 60 DAYS WITH AN IP UNTIL WE HAVE MORE AIRCRAFT. I CANNOT SUPPORT SORTIES NEEDED WITH NUMBER FOUR AND FEEL VERY STRONGLY J-58 AIRCRAFT SHOULD NOT BE TURNED OVER TO ME UNTIL KELLY JOHNSON HAS WORKED SOME OF THE BUGS OUT OF ENGINE/DUCT MATCH. IF NECESSARY I WILL DROP ALL OR SOME OF THE LAST THREE DRIVERS FROM A-12 FLYING FOR AWHILE. I WILL NOT START A-12 CHECK OUT ON NEW DRIVERS SCHEDULED TO ARRIVE HERE NEXT 60 DAYS UNTIL MORE AIRCRAFT ARE ASSIGNED.

25X1A

25X1A

I WILL, UNLESS YOU DIRECT DIFFERENTLY, KEEP THREE PEOPLE HIGHLY PROFICIENT IN A-12. THEY ARE [REDACTED]

25X1A

[REDACTED] I AGREE WITH YOU. THIS ACCIDENT BOARD WOULD HAVE BEEN EXTREMELY DIFFICULT TO CONDUCT IN A REALISTIC MANNER IF I HADN'T HAD QUALIFIED A-12 STAFF PEOPLE TO PUT ON IT.

25X1A

3. I HAVE FINISHED A MEMO FOR THE RECORD ON 24 - 27 MAY AND SENT YOU A COPY. IN ADDITION, [REDACTED] HAS COMPLETED A RATHER COMPREHENSIVE REPORT ON EVENTS AS HE SAW THEM. IT IS BEING SENT TO YOU. I AM GOING OVER [REDACTED] INTERVIEW SENTENCE BY SENTENCE

25X1A

25X1A

WTHC [REDACTED] 2000/05/05 : CIA-RDP71B00590R000200030003-9

-END OF MSG-